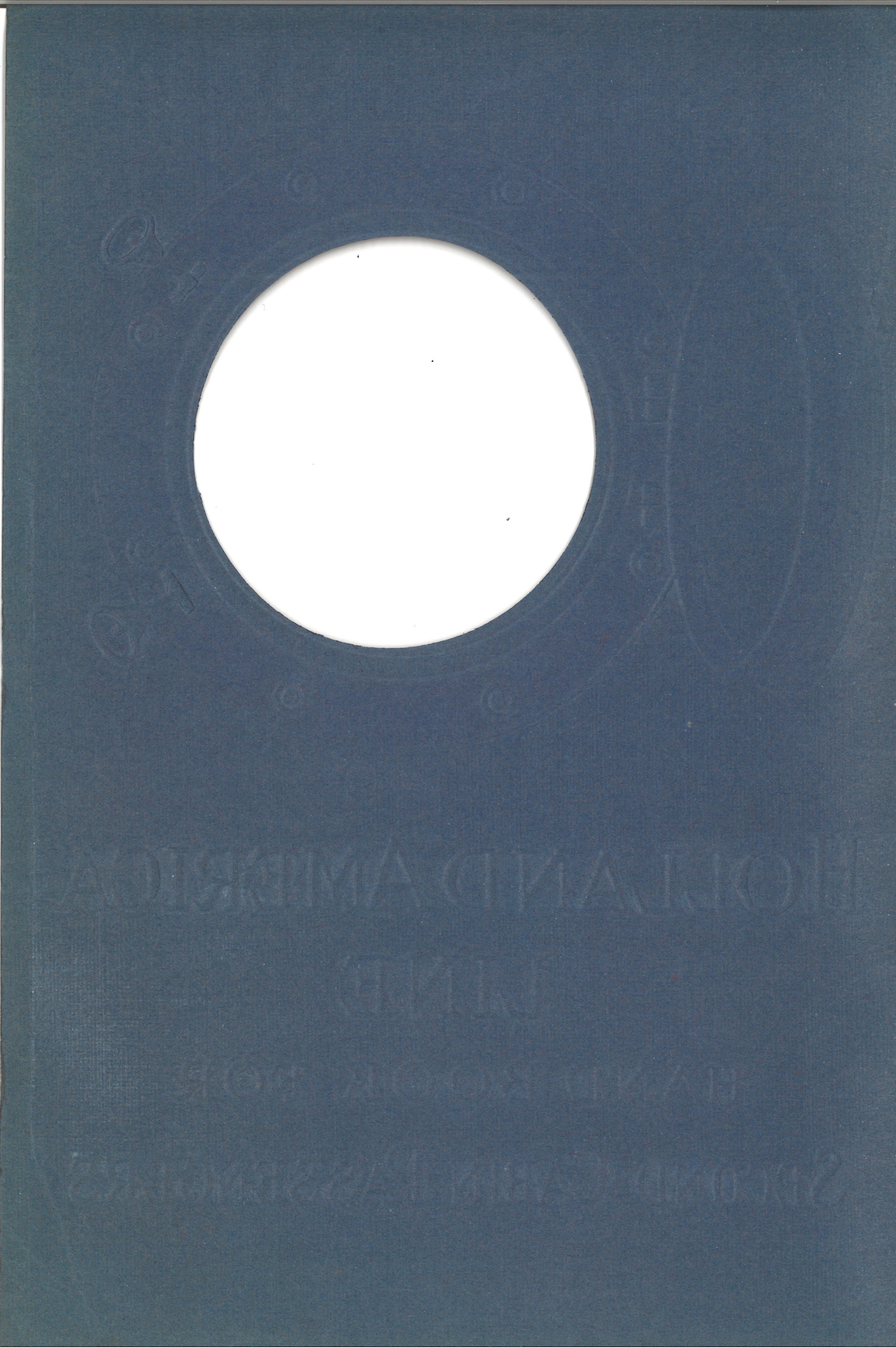
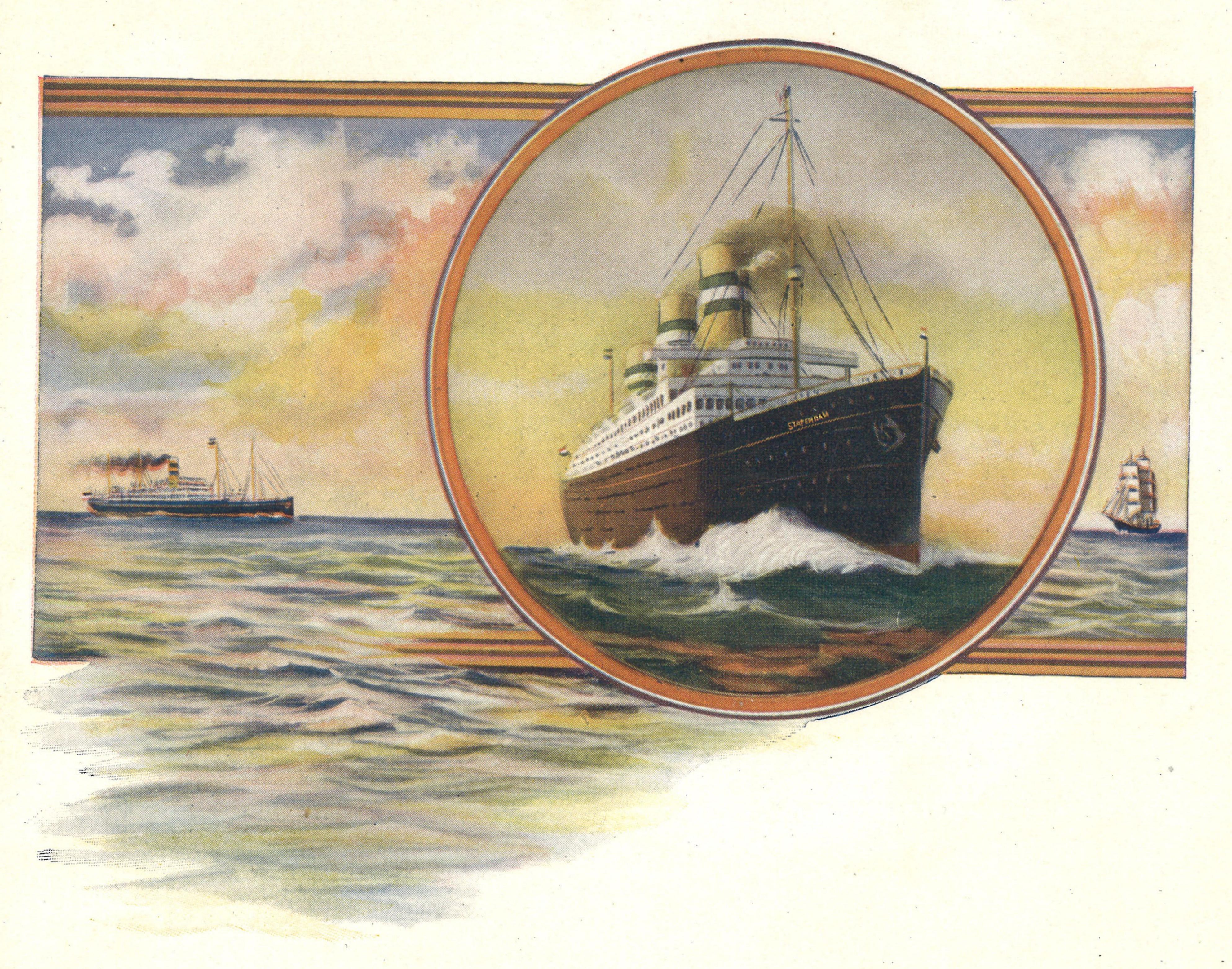


HOLLAND AMERICA LINE HAND BOOK FOR SECOND CABIN PASSENGERS



Handbook of Information for Second Cabin Passengers



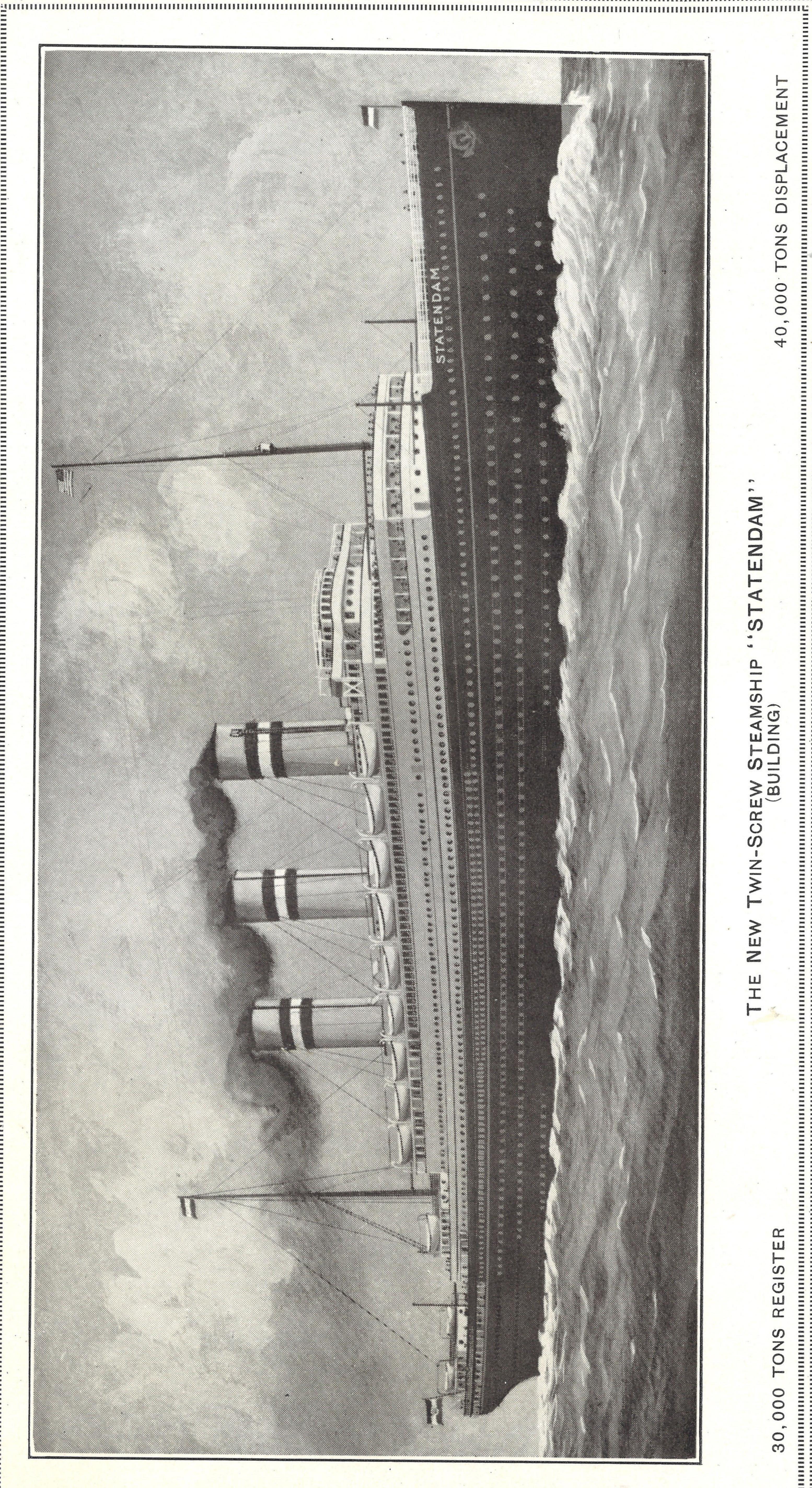
HOLLAND-AMERICA LINE

24 STATE STREET, NEW YORK

Regular Passenger Service between

NEW YORK and ROTTERDAM

via PLYMOUTH and BOULOGNE-sur-Mer



STATENDAM 1-SCREW STEAMSHIP (BUILDING)

HOLLAND-AMERICA LINE

INTRODUCTION

HE HOLLAND-AMERICA LINE, established in 1872, maintains a regular weekly passenger service between New York and Rotterdam, calling both ways at Plymouth (4½ hours from London), and Boulogne-sur-Mer (3¼ hours from Paris), for the landing and embarkation of Passenger

Passengers.

By careful and conservative management and profiting by the experience acquired by years of devotion to the Trans-Atlantic passenger carrying business, the Holland-America Line has developed a well-nigh perfect passenger service, which is maintained by twin-screw steamers of enormous size, embodying in their construction all modern improvements, being equalled in safety and comfort, in sanitary and practical appointments, only by the best equipped steamships of the present day.

The fleet of the Holland-America Line consists of the

The fleet of the Holland-America Line consists of the following large twin-screw steamers constructed especially for

Trans-Atlantic navigation:

S. S. "ROTTERDAM"

S. S. "NEW AMSTERDAM"

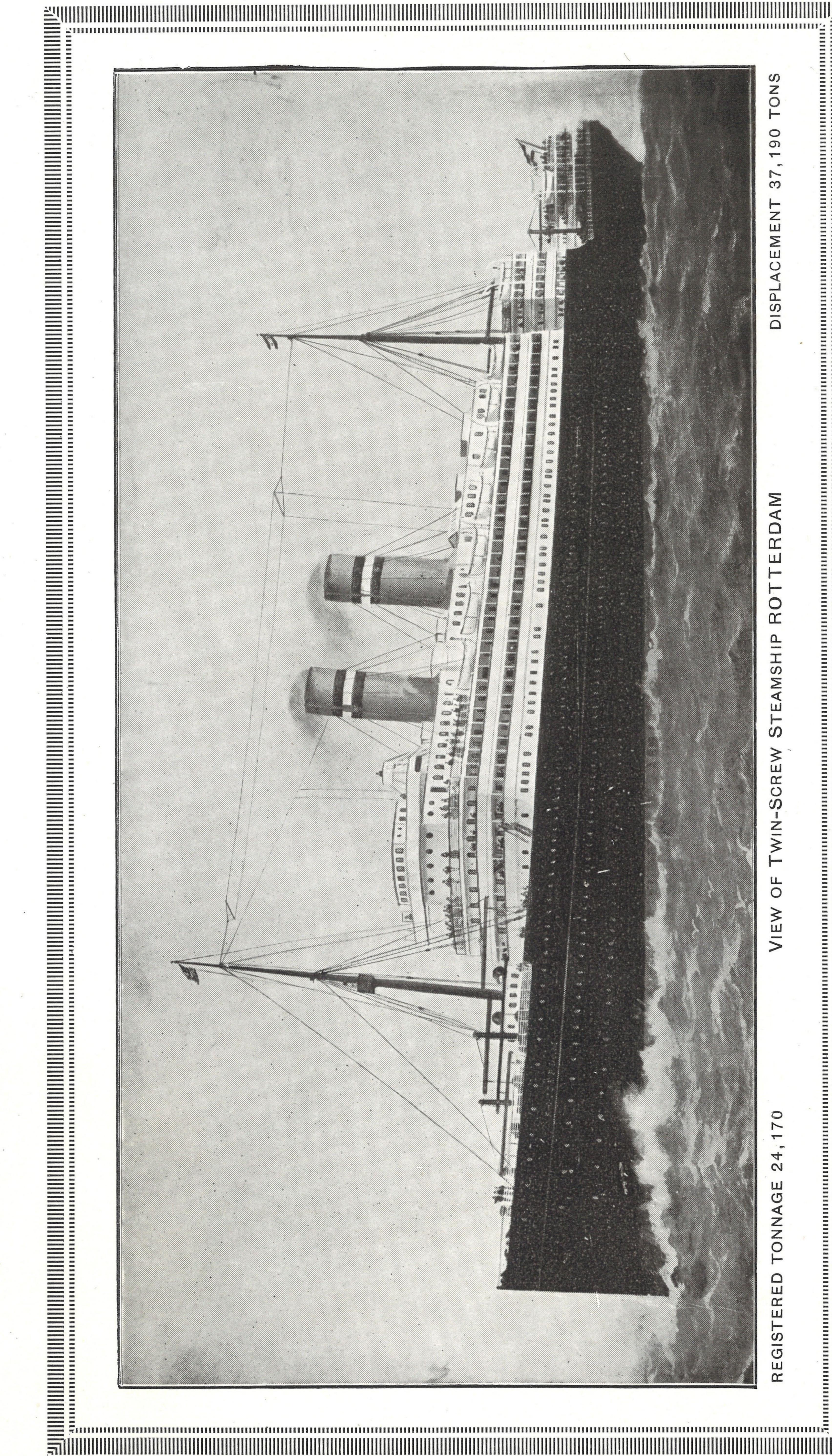
S. S. "NOORDAM"

S. S. "RYNDAM"

S. S. "STATENDAM" (In course of construction)

These steamers carry the United States and Royal Netherlands Mail and are navigated in concurrence with the principal Steamship Companies, over definitely established courses, and are equipped with "Wireless" and "Submarine Signal" devices, thus offering the greatest possible safety to passengers.

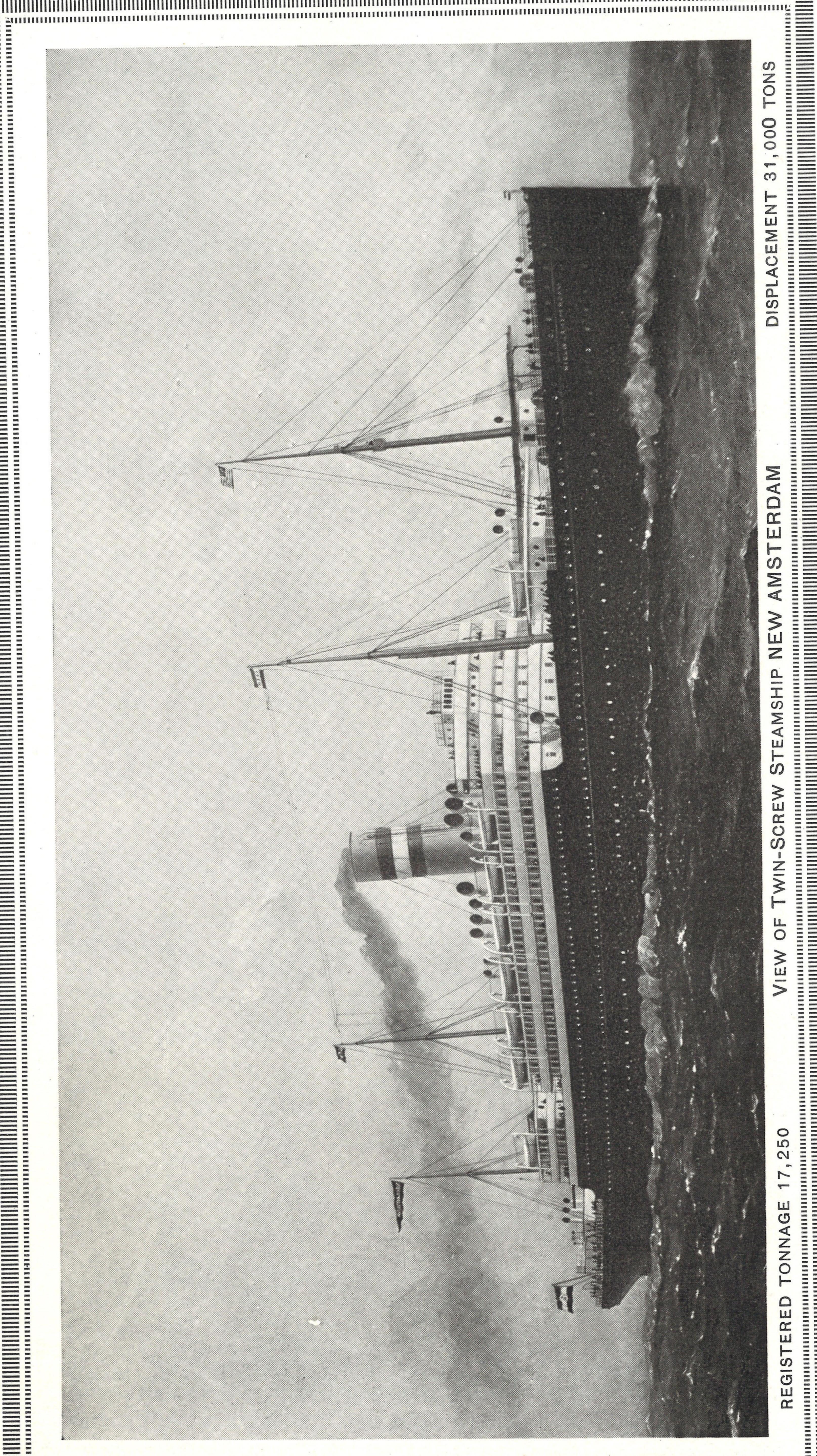




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DESCRIPTION OF TWIN-SCREW STEAMSHIPS OF THE		
HOLLAND-AMERICA LINE		
Twin-Screw Steamship ROTTERDAM		
Length		
Depth of Hull 48 feet		
Registered Tonnage		
Passenger Capacity, First Class		
Passenger Capacity Second Class		
Passenger Capacity, Third Class		
Twin-Screw Steamship NEW AMSTERDAM		
Length		
Width		
Registered I onnage		
Displacement, Tons31,000		
Passenger Capacity, First Class		
adoctifica Capacity, I mid Class		
Passenger Capacity, Total		
Twin-Screw Steamship NOORDAM		
Length		
Depth of Hull 43.6 feet		
Registered Tonnage		
Passenger Capacity First Class		
Passenger Capacity, Second Class		
Passenger Capacity, Total		
Twin-Screw Steamship RYNDAM		
Length 560 feet		
Width		
Registered Tonnage		
Displacement Tons		
Passenger Capacity, Second Class		
rassenger Capacity, I hird Class		
Passenger Capacity, Total		
IN COURSE OF CONSTRUCTION:		
T. S. S. "STATENDAM" New Twin-Screw Steamship		
30,000 Tons Register, 40,000 Tons Displacement		
of the following dimensions:		
Length		
Depth of Hull		
Passenger Capacity		

THE PERSONNEL



Advantages of travel in the Second Cabin by the Holland America Line

CONSTRUCTION

HESE steamships were all built at the renowned shipyards of Harland & Wolff, Ltd., Belfast. Although differing in size and in detail, they are similar in point of general construction.

The hulls are built entirely of steel and provided with bilge keels, which make them remarkably steady in stormy weather and result in a corresponding freedom from seasickness on the part of the passengers.

tight Compartments: over the entire length of the hull, the space between the inner and outer bottom being divided by lengthwise and crosswise partitions, thus adding considerably to the strength of the vessel. Extending from the bottom to the main deck a number of transversal bulkheads and in some cases also longitudinal bulkheads, divide the hull into several water-tight compartments.

Speed: The steamships are of the twin-screw type, each having two separate sets of powerful quadruple expansion engines, developing a speed of from 15 to 17½ knots an hour and propelling the steamer across the ocean in from eight to nine days. This speed while not of the highest, tends to insure absolute comfort and total absence of vibration.

Safety Devices: The "Submarine Signal Apparatus" enables the officers of the ship to locate danger spots in foggy and stormy weather at a distance of from four to six miles.

The Marconi Wireless Telegraph System renders communication possible with other steamers, or with either the American or European Coast, at a distance of over 1000 miles.

Fire Precautions: Guided by the policy of making the most adequate provisions even against the improbable, all steamers of the Holland-America Line are fitted out with the most thorough system of fire protection, alarm signals, etc.

ACCOMMODATIONS

The Staterooms on all steamers are located on the middle and upper decks; they are roomy and well ventilated, and while not having the sumptuous appointments of the first cabin rooms, they are nevertheless fitted up in excellent style, with washstands and neat furnishings; they accommodate two, three, or four passengers each.

As in the case of S. S. "Rotterdam" wardrobes have been installed in a great many rooms, while all rooms have electric light, call bells, etc., in fact all the modern improvements devised to increase the comfort of the passengers. Ample bathing and toilet facilities are provided and will be found conveniently located.

Requirements for a congenial social life of the second cabin passengers during their stay on board have been thoroughly considered, and with a view thereto large and pleasant Dining-rooms, Ladies' Lounges, Smoke-rooms, and Separate Promenade Decks have been provided on all steamers.

The dining room on S. S. "Rotterdam" and S. S. "New Amsterdam" covers the whole width of the ship, seating respectively 290 and 200 persons at one time.

The "Statendam" when completed will be the latest and largest addition to the fleet, and in the nature of things may be expected to surpass anything previously presented in the way of efficiency and comfort.

The smokerooms and ladies' lounges are elegantly furnished and decorated, and especially designed to make pleasant and comfortable gathering places for the passengers.

SERVICE: To minister to the comforts and requirements of the passengers, a staff of stewards and stewardesses, headed by chief stewards, are specially trained to treat every passenger with the respect and courtesy due them. Many of them are generally conversant with English, Dutch, French, German and other languages.

The Cuisine in the second cabin, supplied as it is with a variety of delicious and wholesome food, tastefully prepared and well served, has a merited and enviable reputation.

The cleanliness practiced in all departments, is characteristic of the traditional reputation of the Dutch people.

Physician: Each steamship carries competent physicians and medicines are dispensed gratuitously to passengers in all classes.

GENERAL INFORMATION

Berths and Staterooms should be reserved as long in advance as possible in order to secure the most favorable location, especially during the Summer season, when all available rooms are usually engaged considerable time (sometimes months) previous to departure of the steamship.

Berths are not considered engaged unless secured by paying a deposit of not less than \$30 per berth. The balance of the passage money, both outward and return, must be paid and the deposit receipt surrendered at least three weeks prior to the date scheduled for the sailing from the port of New York. Otherwise the Company reserves the right to dispose of such reserved accommodations to others, but the deposit money received remains the property of the Company unless the engaged berth or berths have been resold. The Line reserves the right to substitute any other steamer or steamers, change any date of sailing or cancel any sailing at any time without notice, and in case of any such change, passengers shall not have any claim or demand against the Company in consequence thereof, except for a refund of the amount paid on account of the accommodations reserved.


When applying for berths, either by mail or wire, the name of the steamer, date of sailing, number and sex of passengers and desired class of accommodations should be stated. Cabin plans will be sent on application.

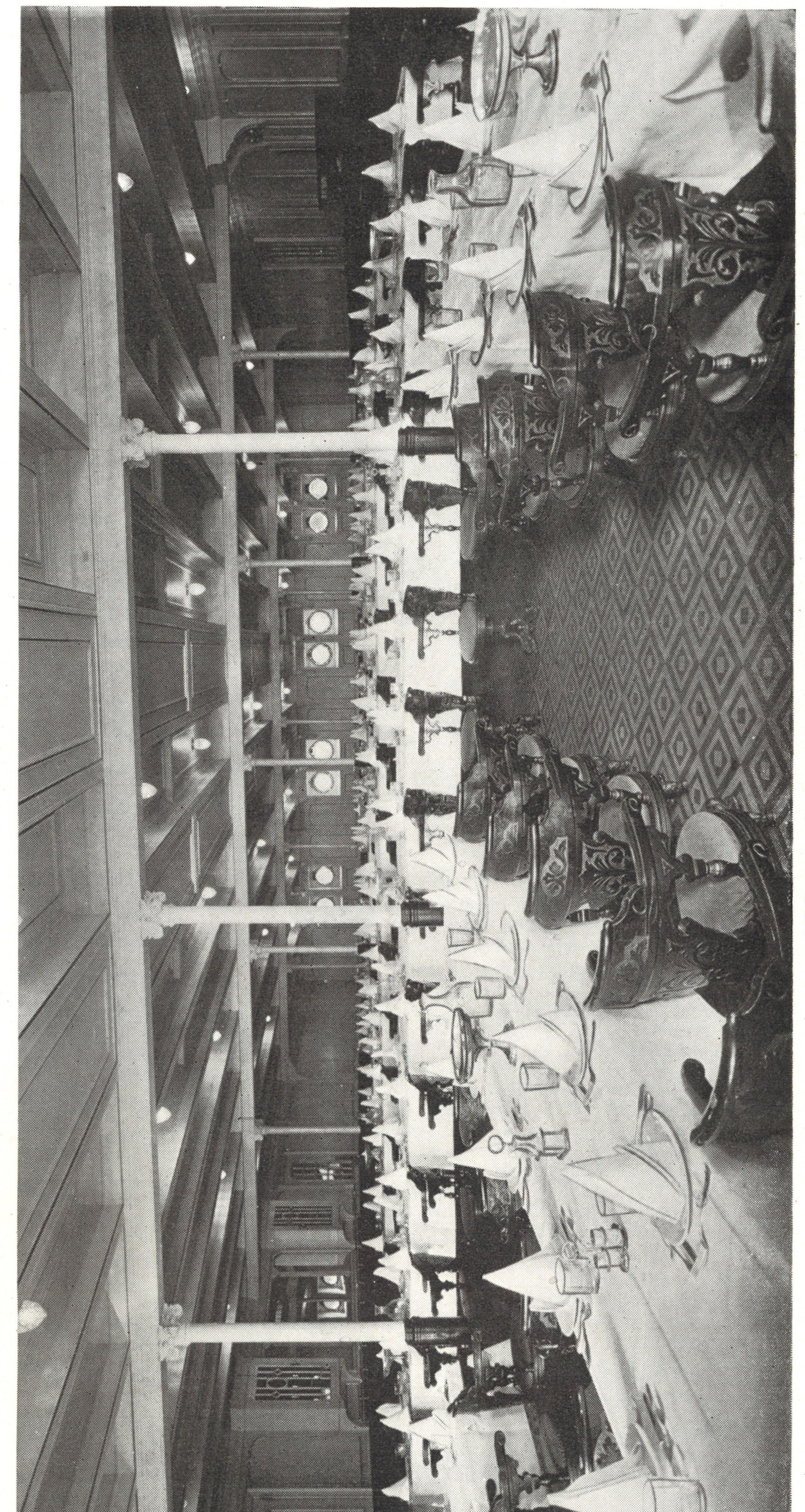
Passengers who do not sail on the steamship for which they have engaged accommodations or purchased a ticket, will forfeit fifty per cent. of the passage money, unless notice be given not later than three weeks previous to sailing or the accommodations have been resold, but in no case will the amount refunded exceed 90 per cent. of the total passage money, 10 per cent. being retained to cover agent's commission earned, office expenses, etc.

Passports. Passengers of ALL nationalities, including Holland, are cautioned to procure passport, with certified photograph of holder affixed, issued and visaed in accordance with existing regulations, before leaving home.

Income Tax Receipts. Sailing permits must also be procured showing that the requirements of the Income Tax law have been complied with.

Passengers will not be accepted for passage unless the required papers are produced at the time of embarkation.





SECUND CABIN DINING ROOM

Return and Prepaid Tickets entitle holders to passage from Europe to New York, only during the season and for the accommodations for which they have been issued. If used at any other season or for other accommodations than the face value indicates, holders will be required to make additional payment, or will be refunded any eventual difference in accordance with rates and rules in effect. These tickets are good for one year from date of issue and are not transferable. Upon application to one of the Company's Passenger Offices, they may be extended by paying the difference between the rate in effect at the date of issue and time of sailing, in accordance with the conditions on the passage contract.

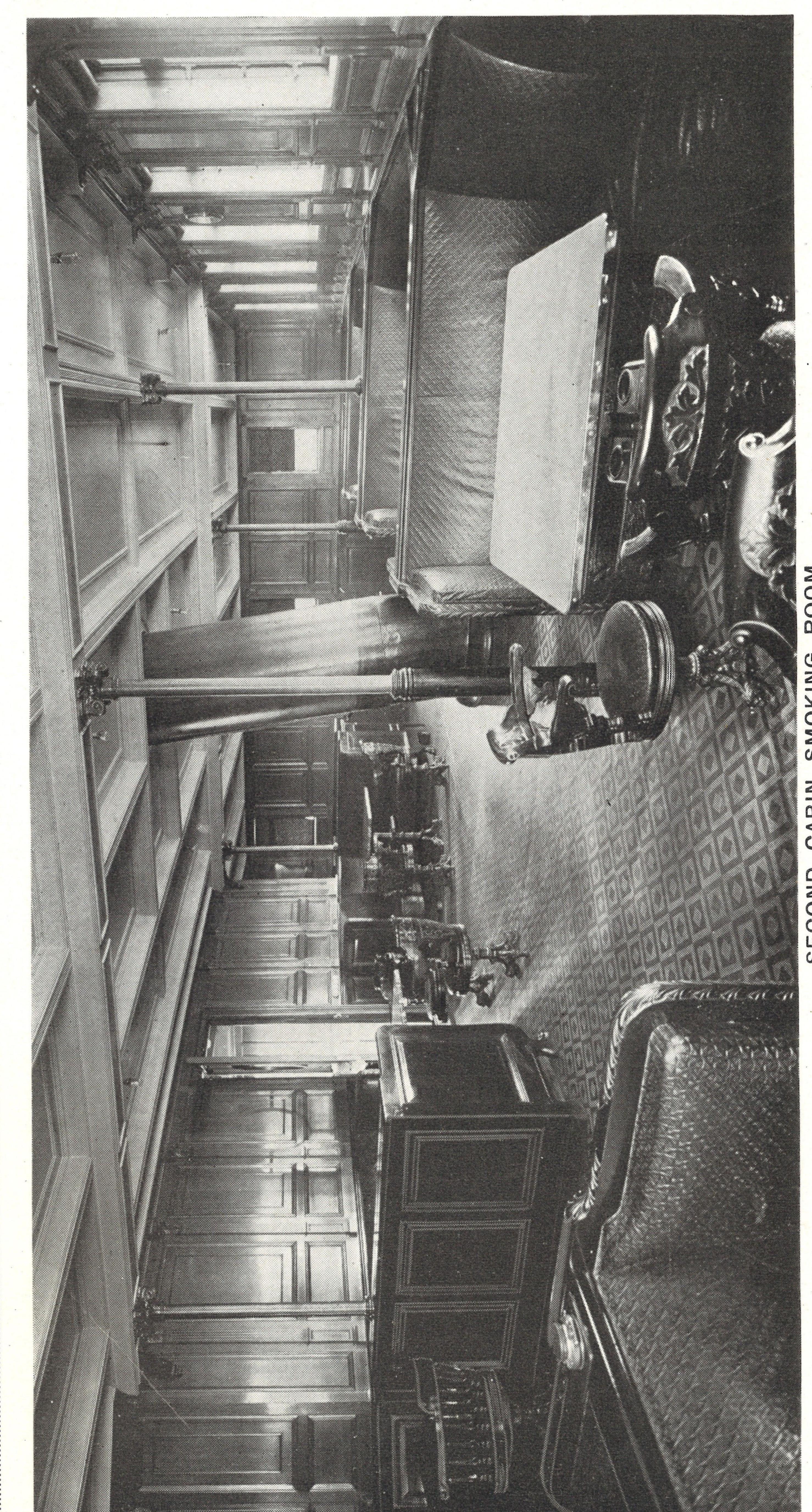
Return Accommodations may be secured through the Company's Passenger Offices or Agents, either by cable or by letter; if by cable, at passengers' expense. They should be engaged when securing berths for the outward trip, or as soon thereafter as possible. If a passenger is prevented from sailing on a steamship for which return accommodations have been secured, a transfer to an earlier or later steamship can be made by applying to any of the Company's Offices or Agencies, provided application for the transfer be made not later than three weeks previous to the departure of the steamship on which berths had originally been reserved, and provided there be room available on the steamer selected.

Cancellation of Accommodation: In the event of a passenger cancelling part of a roundtrip (either Eastbound or Westbound), the Company reserves the right to cancel both east and west-bound passages.

Unused Return Tickets: When offered for cancellation, the amount paid for the return trip, less agent's commission, will be refunded against delivery of the return contract to one of the Company's General Passenger Offices after authorization has been received from the Company's General Passenger Office at Rotterdam.

Unused Prepaid Tickets when offered for cancellation will be refunded against delivery of the ticket to one of the General Passenger Offices in America, and after authorization has been received from Company's General Passenger Office in Rotterdam, subject to a fixed charge as per Company's rules.

Claims: In case of any disagreement arising between the passenger and the purser on board as regards charges to be paid, number of tickets required, passage money due or accommodations assigned, the passenger is respectfully requested to pay the purser's claim, take his receipt and upon arrival in port refer the case to the Passenger Agent,



SECOND CABIN SMOKING ROOM

COM DECEMBER

who will promptly investigate and adjust same. The purser has no discretionary power in such matters, but is governed by rules which he is not authorized to change.

Baggage: Passengers are allowed 20 cubic feet of baggage free on each full ticket; excess baggage is charged for at a fixed rate.

Steamer Trunks should not be higher than 15 inches, and of the usual width and length, so that the same can be placed under the berth in the stateroom.

Larger Pieces of baggage are not permitted in the staterooms, but are stowed away in the baggage room.

All Baggage should be forwarded in time for delivery at Company's dock not later than one hour before departure of the steamer. If the baggage is sent in advance, passengers will please inform the baggage master of the Holland-America Line, Hoboken, N. J., by letter thereof, stating by what railroad or express company the baggage has been forwarded, and by what steamer passengers intend to leave. The baggage must be claimed from the baggage master on the pier previous to embarkation, in order to prevent errors.

No baggage will be forwarded unless properly labeled and entered in the baggage manifest on the dock.

All pieces of baggage intended for stateroom should be marked "wanted"—those for baggage hold "not wanted," and must bear passenger's name, destination, number of berth and name of steamer; tags and pasters may be had at all Company's offices and agencies. Passengers from the interior should have their baggage checked to the Holland-America Line Dock, Hoboken, N. J.

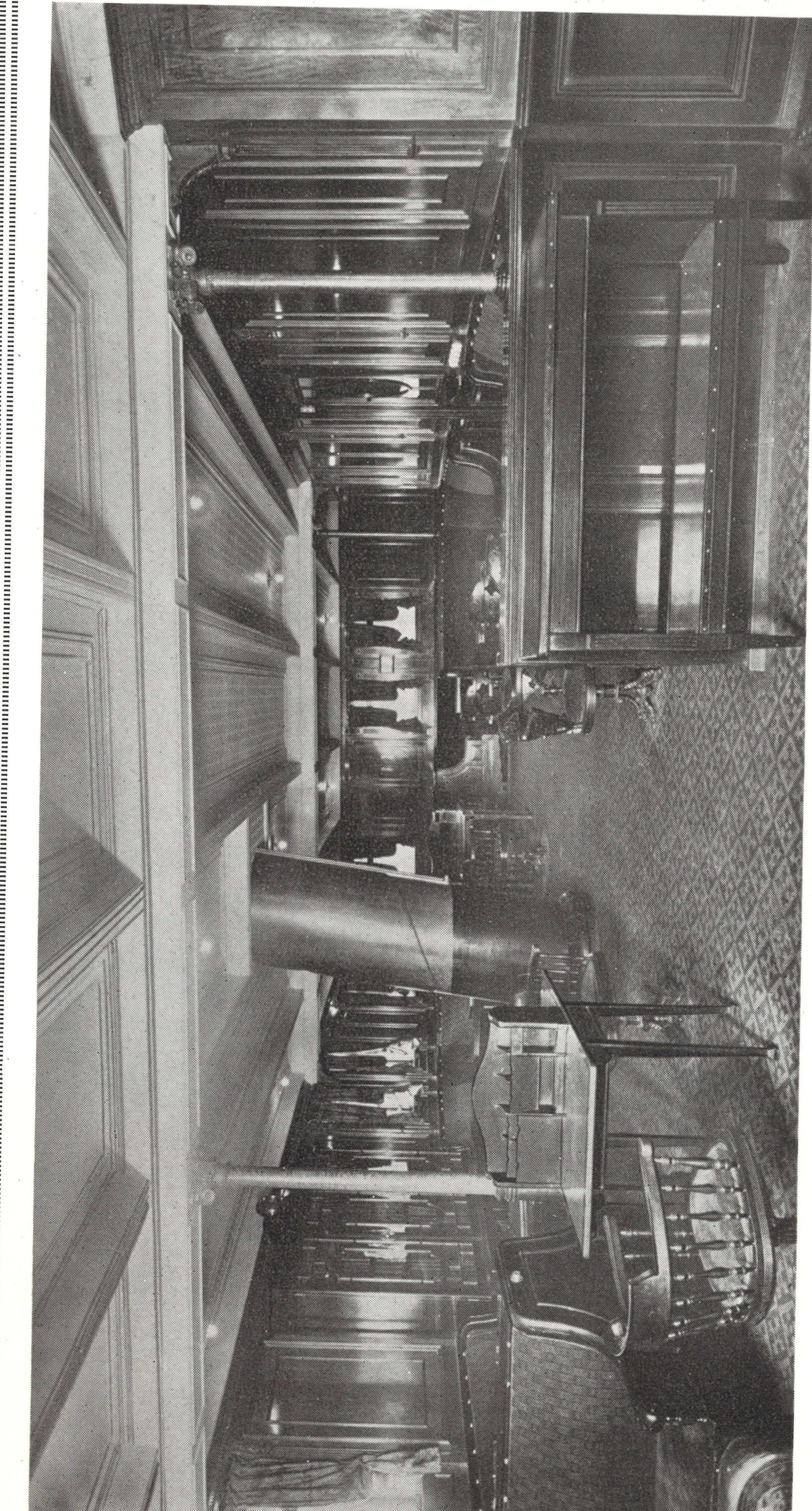
All baggage is forwarded at passenger's risk unless insured.

Baggage Insurance: The liability of the Holland-America Line for loss or for damage to baggage is strictly limited but passengers may protect themselves against practically all risks and perils of transportation by insurance.

U. S. Revenue Tax: All steamship tickets to Europe sold in the United States are subject to War Tax, and must have a stamp affixed showing that the War Tax has been paid.

Canadian Revenue Tax: All steamship tickets to Europe sold in Canada are subject to Canadian War Tax.

Bicycles, Motor-Bicycles and Cycle Side-Cars, provided properly crated, will be taken as baggage at owner's risk at a fixed tariff.



SECOND CABIN LADIES' LOUNGE

Motorcycles must have fuel tank completely emptied before being accepted for shipment.

Automobiles, properly crated, will be taken at a fixed tariff for shipment from New York to Rotterdam or vice-versa.

Steamer Chairs, of improved construction, may be rented at the different offices of the Line or on board, at a fixed tariff for the trip.

Steamer Rugs: Rugs may be rented of the purser at a fixed tariff. Passengers renting same are entitled to receive each rug enclosed in sealed paper wrapping, as a guarantee that the rug has not been used since being cleaned and disinfected.

Valuables: This Company will not be responsible for money,

jewelry or other valuables of passengers.

Passengers are cautioned not to keep such articles in their staterooms. Each steamship is supplied with a safe in which all articles of value may be deposited, sealed and marked with owner's name. Both S. S. "Rotterdam" and "New Amsterdam" are provided with a safe deposit which is at the disposal of passengers.

Keys to the staterooms may be obtained from the chief

steward.

Inflammable or Explosive articles are not allowed on board.

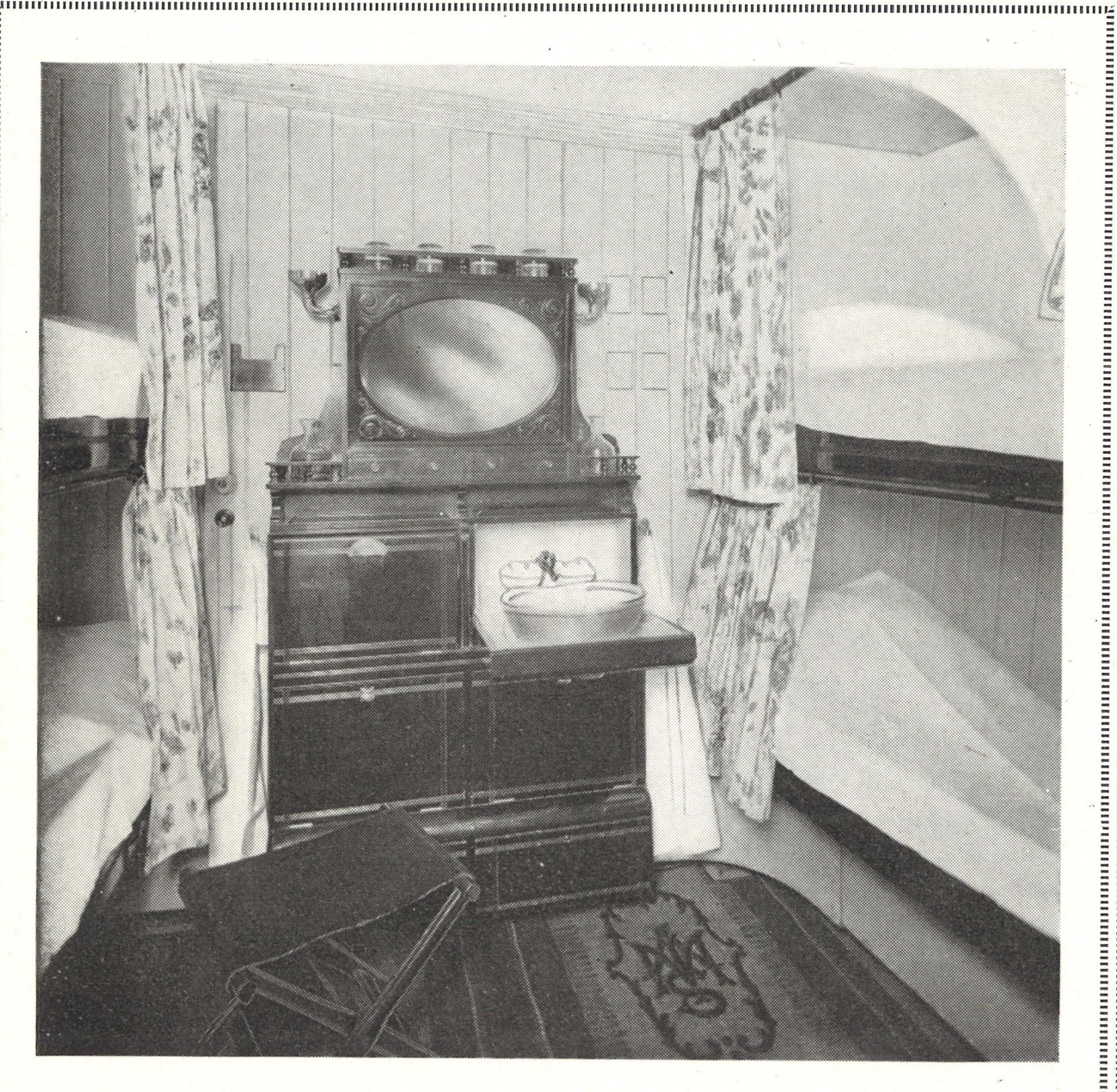
Arms must be surrendered to the purser during the voyage.

Seats at Table: Seats at table are assigned to passengers by the chief steward immediately after sailing.

Mail will be accepted by the Purser after leaving New York and forwarded by pilot from Sandy Hook, without responsibility on the part of the Company for proper mailing. Letters or postcards to be mailed at Boulogne-sur-Mer or Plymouth should be put into the mail-bag which will be placed in due time in a convenient place on board. Passengers are requested to put their letters, etc., into the mailbag themselves.

Stamps, stationery, postal cards, cable and telegraph blanks can be obtained from the saloon steward.

Letters and Telegrams: The Company is willing to accept letters or telegrams for passengers to be delivered on board on arrival or departure, without assuming, however, any responsibility for proper delivery. The name of the passenger should be distinctly written, also the name of the steamer on which passenger travels. Undelivered letters are returned to the Post Office and the sender's name and address should appear on the envelope.



SECOND CABIN STATEROOM

Money: Currency of the United States or of European countries is accepted on board the steamers of the Holland-America Line in payment of all bills at fixed rates of exchange. Foreign moneys are bought and sold at current rates at the Company's offices in Europe.

Dogs, Cats and Other Animals will be accepted for transportation at a fixed rate. They must be properly caged, and are placed in the custody of the steward. The importation of Dogs in Great Britain is prohibited unless a permit has been secured in advance from the Board of Agriculture.

Manifest of Outgoing Passengers: Pursuant to the requirements of the United States Government, passengers sailing from the United States for a foreign port will be called upon at the time of booking to answer certain queries for statistical purposes, and to fill out the slip attached to each steamship ticket.

The Holland America Line Pier at foot of 5th Street, Hoboken, N. J., which is one of the largest double-deck structures in the port of New York, covers approximately 350,000 square feet and has a length of 900 feet and a width of 150 feet, is absolutely fire proof and equipped with all modern safety devices.

The second story is reserved exclusively for the use of passengers and the handling of baggage. Telegraph, cable and telephone offices have been installed and opportunity is given to arrange for excellent taxicab, carriage and porter service.

Representatives of the various railroad companies will be found in attendance to furnish passengers with railroad tickets to any point desired, while representatives of various express companies will attend to the forwarding of passengers' baggage.

The pier is situated at a distance of ten minutes walk from the Lackawanna Ferry and the Hudson Tunnels in Hoboken, N. J.

PLYMOUTH

For the convenience of those of our patrons who wish to land or embark at an English port, our steamers call at Plymouth, Eastbound and Westbound. Upon arrival of the steamer in Plymouth Sound on the Eastbound voyage, passengers are transferred by large Steamtender and after examination of their baggage, are carried by fast train of the Great Western Ry. to London, (Paddington Station.)

BOULOGNE-SUR-MER

Boulogne-sur-mer, the Holland-America Line's port of call on the north coast of France, is especially commendable as a landing port on account of its proximity to Paris, the distance from this metropolis being only 3¼ hours. Special steamer trains are run between Boulogne-sur-mer and Paris.

ROTTERDAM

Rotterdam is the largest seaport and center of commerce of picturesque Holland—the land of thrift and cleanliness, of canals and dykes and windmills, of industry and commerce, of beauty and quaintness, of history, of romance and of art—a continual delight to the tourist from the minute he disembarks until the time arrives for his departure.

For purely practical reasons Rotterdam is ideal as a landing port and as starting point for a visit to Europe. It is most centrally located at the mouth of the Rhine, and has direct and frequent through train connections to all points in Europe.

CUXHAVEN — DANZIG — PILLAU

(Hamburg)

(Königsberg)

For the convenience of passengers who wish to travel all the way by water to

Cuxhaven (Hamburg), Danzig or Pillau (Königsberg)

the Holland America Line maintains a regular steamer service from Rotterdam to these points with its modern fast steamer

"WARSZAWA"

Passengers arriving on our steamers at Rotterdam from New York can make close connection for Cuxhaven (Hamburg), Danzig or Pillau (Konigsberg) by taking this steamer.

The "Warszawa" has splendid accommodations for Second Cabin passengers, and completes the trip from Rotterdam to Cuxhaven in one day, to Danzig or Pillau in two days.

GENERAL PASSENGER AGENCIES:

IN AMERICA

NEW YORK: 21-24 STATE STREET

	100 BT .1 T 0 .11
CHICAGO, ILL	138 North La Salle Street
BOSTON, MASS	89 State Street
DITTI A DEI DUIA DA	1531 Walnut Stroot
PHILADELPHIA, PA	
SAN FRANCISCO. CAL	
ST. LOUIS, MO	Cor. Locust and 11th Streets
ATLANTA, GA	66 North Forsyth Street
DETROIT, MICH	
MINNEAPOLIS. MINN	
NEW ORLEANS, LA	
SEATTLE, WASH	
WINNIPEG, CAN	
TORONTO, CAN	
MONTREAL, CAN	
HAVANA, CUBA	

IN EUROPE

ROTTERDAM: WILHELMINAKADE

AMSTERDAM	
BOULOGNE-SUR-MER	
PARIS	
GENEVA	
ZURICH	
LONDON, S. W	
LONDON, E. C	Leadenhallstreet 38
PLYMOUTH	
BERLIN	Unter den Linden 14
LEIPZIG	Grimmaischestrasse 21
WARSAW	Jerusalemska 31
VIENNA	
VIENNA	
BUDAPEST	

